THE MASSACHUSETTS SLAUGHTER.

Public Indignation Against the Railroad Management.

A Penurious Corporation .- The Primary Cause of the Disaster.

Not an Accident, but Wilful Murder.

Indignation Meeting of Citizens of Swampscott.

Determination to Hold the Railroad Company Responsible.

Six More Men Added to the List

of Victims.

BOSTON, August 28, 1871. The recent slaughter on the Eastern Railroad at Revere loses none of its interest to the public from the fact that details are becoming more fully un-The terrible truths that thirty per sons have thus far lost their lives; that from thirty to forty others have become personally distigured and are now suffering from the effects of their attempt to gain speedy conveyance to their homes, instead of provoking exclamations of to a pacification of the public mind, have only succeeded in arousing popular indignation and intensilying the general desire to secure the fullest pos sible investigation of the case and fix the blame upon the snoulders where it properly belongs; for, say those who have looked into the matter, there must be blame somewhere. If it rests upon the employes of the corporation let them suffer the fullest penalties of the law; or if the criminal conduct which has caused this catastrophe is the result of the mi-management of the higher officers of the corporation, the Superintendent even or the President and Board of Directors, who pro vide the material with which he has to work, let them be shown up fearlessly before the public, that all may know with whom they have to do.

WHO IS RESPONSIBLE? It would be useless to deny that public opinion has sustained a considerable change in this matter since the taking of the testimony to-day. Thus far the evidence given at the inquest, as will be seen by a careful perusal, shows that the trains have been run irregularly for some time past, and that the cause thereof was generally to be found in the delay of the making up of trains. This delay was occasioned by the lack of a sufficient number of cars to accommodate the business of the road say the majority of the witnesses, and the responsibility for such negligence must rest upon the Board of Directors of the road. Hence it is that opinions have undergone a radical change, and the primary cause of the catastrophe is to be found in the incompetency of those who have a general cutlook at headquarters. Mr. Newland. who was the conductor of the accommodation train, sustams his full share of blame for not sending out a flagman to notify the train behind him that he was running far behind his time; but it is nevertheless a truth that he would not have been placed in such a position if he had been per mitted to start from the depot when he was signalized so to do. Altogether the evidence seems to present a grievous state of affairs on the part of the largest trunk corporation east of Boston and to show that people in high places are as prone to make mistakes as those who are popularly said to belong to the lower classes. Railroad men like poets, are born and not made, and the sooner stockholders and directors ascertain the truth of this maxim and cease to namper their subordinates in the discharge of their duties

the more seidom will occur a railroad "accident."
THE CORONER'S INVESTIGATION. An inquest into the causes of the disaster was opened this afternoon at the Town Hall, Revere, half a mile from the railway depot. The hail was perhaps half full of a dull sort of crowd, whose appetite for the sensational had become satisted during known physician from Chelsea, and the jurors-Jonathan Harrington, Andrew Burnham, John H. Proctor, Charles Rird and Colonel Porter, with Dr. Jacob Mitchell, of Chelsea, as clerk-six good men the community. Supermiendent Prescott, of the Eastern Railroad, was present, and the Board of Directors was represented by counsel. The Ratiroad Commissioners were represented by Charles Franch Agams, Jr., who quietly took notes of the proceed-

TESTIMONY OF THE CONDUCTOR OF THE EXPRESS

The first witness was John S. Nolan, conductor of the accommodation train, an undersized and good-looking man, with full black mustache. He testined as lonews:—I am a conductor on the Eastern Rullroad; on the might of the 26th of August I had charge of the train which leaves Boston for Beverly; we lett Boston at 7:45, ball an hour behind time, in obedience to the orders of the depot master I knew that another express train was to follow me, but I saw no signs of it until just before the accident took place; we met with no interruption until dent took place; we met with no interruption until
we arrived at Somerville, where we were detained
for a minute by another train which was on the
track; when we arrived at the junction of the Saugus
branch and the main road we espied the six
o'clock train, which, also late, had preceded us out
of boston, and were compelled to wait until they
got out of our way; this also delayed another train
which was following us, and kept us back for eight
minutes; I walked down to the engine, and the engineer, Mr. Brown, said, "We will go along lively
now, for we have got another engine on;" after
starting we ran down to Everett depot, stopping
there short of a minute; our next stopping place
was at Chelsea, where we remained for one and one
half minutes; we started from Chelsea with nothing
in sight at the rear of us; I walked through my
train from the rear to the forward car, and when we
arrived at Revere I stepped out upon the depot there short of a minute; our next stopping place was at Chelsea, where we remained for one and one-half minutes; we started from Chelsea with nothing in sight at the rear of us; I waiked through my train from the rear to the forward car, and when we arrived at Revere I stepped out upon the depot platform; two or three passengers got out, detailing the train one minute, and I swung my lantern, saying "All right" to the engineer; just then somebody screamed out "There comes the other train "I looked behind, saw the lights of the approaching train and jumped between the rails, swinging my lantern in its face; I remained as long as was consistent with my own safety, then got out of the way.

On cross-examination the witness testified that his instructions before leaving the depot were to

way.

On cross-examination the witness testified that his instructions before leaving the depot were to start as quick as possible; he had the right of the road, and his instructions were to keep two white lights burning at the rear of his train and not to approach within half a mile of a preceding train; these are general instructions given to all the conductors on the road; the lights could be seen for a distance of half a mile and could have been beheld by the engineer of the approaching train, who might have had time to break up before reaching the station; from the time when I first heard the outcry until the crash there could have elapsed not more than half a minute; Mr. riowland has been an employe of the Eastern Railroad for twenty-one years, and had always found the running of the trains very regular; during the last ten days my train has started but once or twice on its regular time, owing to a lack of cars occasioned by the great demand for passage during camp meeting week; trains are started by the ringing of a bell in the depot; last saturday night Mr. Lunt, the depot master, met me in the depot and said the Superintendent wanted me to get my car out of the way as soon as possible; this I proceeded to do

Q. Did you know, then, that the Pullman train was to leave Boston at eight o'clock? A. I did; I knew that they were to leave ten or filteen minutes safter me.

Q. Do you think that under ordinary circumstances that train could have caught up with yours

Q. Do you think that under ordinary circum stances that train could have caught up with your before reaching Reveret A. No, sir; I do not think it could. Q. What is the running time between Boston and Revere? A. Twenty minness

Revere? A. Twenty minutes.
Q. Then it, as you have testified, you were delayed eight, minutes at Saugus Junction. eight minutes at Saugus Junction, and had only seven minutes run Igom there to Revere, is it likely that the Pulman train, running at its ordinar speed, could have overtaken you? A. I did no

speed, could have overtaken your A. I the holining it was.
Being interrogated further, the witness furnished the formation that the running time of his train from information that the running time of his train from Boston to Everett was some minutes slower than that of the Pulkman train. He did not consult his

Tail never crowded him for time before; in fact, he never saw it from the time he left Boston (4h) his arrival at Beverly; he did expect that trally to pass him before he arrived at the point of his destination.

Q. Isn't it usual, Mr. Noisn, for you to look at your watch while you are running a train? A. Yes, but in this instance I knew that I was behind time, and was running as fast as I could to make it up; there was no necessity for consulting my watch.

Q. Now about the lights; do you have red and white lights on your train? A. Yes, sir; they are both used as signals of danger; there is no difference in the lanterns as to color, or to the impression meant to be given by their color; I should whistle "Down brakes" as quickly at sight of the one as the other.

other.

Q. Do you consider it safe to stop your train on a curve for any cause, without sending a man back to notify approaching trains? A. No, sir, I do not.

Q. Is the curve where the accident took place as great as any other on the road? A. Well, yes, it is a great curve; there are few larger ones on the road.

Q. Do you know anything of the habits of the engineer of the Pullman train? A. So far as I know he is a temperate man, of steady habits; I never heard that he used intoxicating liquors.

This concluded the examination of Mr. Nolan.

This concluded the examination of Mr. Nolan. Mr. Ives, on behalf of the Eastern Railroad Company, desired to state that that company were particularly anxious to have the most thorough and rigid investigation into this matter, and to that end would afford every facility to the jurors. He requested that a stenographic reporter be appointed

to take the testimony to be delivered at the inquest. This request, however, was strongly opposed by the Coroner, and although the lawyers on the jury informed him that he had a legal right so to do he stubbornly hung to his point. He was willing, he said, that the jurors should employ a stenographer for their own use, but he could not see how an appropriation of \$1 50 per day was going to cover the bills, nor why his private record of the testimony should be made up by a reporter. The old gentleman waxed wroth in the face of opposition and said he wanted the jury to understand that he didn't care what they did, he was going to make up his own record and send it into the Superior Court. He refused to budge an inch. and poor Newland, who had been bored for an hour with the discussion, was permitte to sign the record and depart in peace.

The inquest will be continued to-morrow. An inquest was also held at the City Hospital upon the bodies of the victims who died at that instituwhen and by what means the parties came to their death, the matter of blame to any party or parties being left entirely to the inquest sitting at Revere.

MORE VICTIMS ADDED TO THE FATAL LIST. Two of the three victims of the railroad disaster, still at Revere, were identified to-day as John F. Keily, of East Boston, and Maurice Connell. of Charleston. The third, a woman, apparently twenty-eight years of age, remains unk nown.

William A. Seife, of Beverly, whose name was given among the killed as W. A. Seele, was a memper of the firm of Royce, Tuck & Co., merchants, 43 Milk street, Boston.

The number of deaths is now stated to be thirty. The following are additional names of wounded:-Stephen O. Thayer, printer, of Newton, badly scalded. Miss Lizzie Hatch, of Charleston, burned; not se-

- Hokey, age seventy, badly scalded. Charles H. Stacker, South Salem, arm badly

proken; also seriously scalded. Edward Baley, scalded on head and hands and

crippled in feet and legs. Frank B. Colton, severely scalded about the face. The remains of Mr. and Miss Fosier, of Providence, were conveyed to that city to-day.

The funeral of the late Rev. Dr. Gannett will take place to-morrow at noon from the Ariington street church. SUITS COMMENCED AGAINST THE RAILROAD COM-

PANY. It is stated that suits for damages against the

Eastern Railroad Company for injuries received in the collision on Saturday have already been filed to the amount of \$150,000. INDIGNATION MEETING IN SWAMPSCOTT. The citizens of Swampscott, suffering under melancholy excitement, immediately after the particulars of the terrible calamity had been circulated

among them, took measures toward holding a public meeting for the twofold purpose of expressing their sympathy with the relatives and friends of the victims and to manifest their indignation toward the railroad corporation and demand more facilities and better protection in the future. The meeting was arranged to take place in the Town Hall this evening, and it was largely attended by all the leading citizens in the vicinity. Probably not less than six hundred were present, and among the number were many who among secret the charming Swampscott shore for recreation during the summer months, and who pass several times daily over the Eastern road between this city and their temporary summer retreat. Prominent Boston business men, retired merchants, profes sional gentlemen and not a few stockholders in the road formed the solemn concourse assembled, and tney all united, earnestly and emphatically, onneing the sad event of Saturday eve as NOTHING LESS THAN WILFUL MURDER.

E. W. Morton, one of the summer residents of Swampscott, was the first to break the silence after the citizens had assembled. He said that the Eastern Railroad Corporation carried 3,000,000 of passen gers a year and made a million dollars every year. Within a few hours there had occurred a terrible calamity, which had spread fear over the whole community, and they had met here to give expression to their feelings. He had been, he said, requested to call the body to order, and he hoped some gentleman would nominate a chairman.

The name of E. R. Mudge was suggested and he was unanimously chosen. Mr Mudge in taking the chair addressed the meeting as follows:-

CITIZENS—We have met tonight to consider our duty as members of a community in which an appailing caiamity has caused distress and mourning. This accident, if so it can be termed, demands at the hands of those whose tuty it will be to investigate the causes, such thorough and impartial consideration as shall place the responsibility exactly where it belongs, (Applause,) in such remarks as may be made I espectfully but earnessly beg you to control your fedings and the expression of them in a way when will show that we are only actuated by a sense of duty. We are citizens of a state where enlightenid public sentiment is formed and guided by a farless expression of opinion. I will not anticipate the actions of this meeting by any further remark; but leave the subject in your hands, for such treatment as may be thought judicious and necesary.

Affler the remarks of Mr. Judge the following CITIZENS-We have met tonight to consider of

Affier the remarks of Mr. Mudge the following reamble and resolutions were offered by Samuel

preamble and resolutions were offered by Samuel Gookin:—

Whereas, deeply impressed by the long series of railroad casualties, of which that of Saturday night, coming so near us, seems to of the chief, and believing that they can and must be prevented, we residents and imhabitants of Sampscott, in public meeting assembled, solemnly relived,

Forst—That in the event of aturday night we recognize not "the mysterious povidence of God," but the reckless carelessness of han.

Second—That our gratitude is ue to the Heavenly Father that we were not oursives of the victims and that so many endeared to by ties of friendship and blood have escaped.

The d—That, with a sympath we cannot put into words, we ofter our tenderest prodolence to those who have been bereaved and chimend them to the God of all consolation, who, withhe comfort wherewith He comforteth, can alone duffort them.

Four h—That to those sufferig we tender our congratulations at their escape but death, and our congratulations at their escape but death, and our best wishes for a speedy recover.

Fifth—That, as passengers pon the Eastern Railroad, ourselves and our imilies constantly passing and repassing over it, re have had occasion to comment upon the ctrasion that has recently prevailed at the depodin Boston, the irregularity in the movement of this and the imadequate provision for the wantiof the travelling public.

Sigh—That a committee of ve be appointed, whose ibusiness it shall be to cifer with the Railroad Commissioners, or other tal authorities, to devise measures to prevent the nurrence of such horrors.

Seconth—That we pledge oursees, in every way in our power, to create and keejalive a calm and healthy and firm public opinion which shall not rest till this so vital end shall be lached.

Eighth—That without taking upon ourselves to decide where the blame of such in act lies, we demand that the most unfilmchingwestigation shall be had, and that whoever be litty he shall be brought to trial and punished alwe pray our brettern in all communities in

After the reading of the resolve Rev. J. F. Ware. Baltimore, temporary resideran Boston, made

an address of adoption.

He said if he could feel that its sad occasion came mysteriously from God would remain stient. He believed in the province of God, and while he also believed in deeds often, he could not but believe this accident came in man, from his inexperience, from his carelessad. He further believed that the event should not passed sliently

by, and he hoped the doings of this meeting would be preliminary to the formation of a great public opinion, which would bring about a law that would protect those who entrusted their lives to railroad corporations. He said he did not counsel extravagant language in fixing plame for the calamity of Saturday night. To sift it down to the bottom, he thought the community itself was criminally responsible for this disaster. bottom, he thought the community itsel criminally responsible for this di because they nad not insisted on criminally responsible for this disaster, because they had not insisted on better accommodations, better protection and a more rigid enforcement of the laws, which, he believed, were adequate for the protection of the traveling public. They must have the courage to call things by right names. If a man was a criminal there should be no smoother name employed to designate him. In this lamentable after of Saturday he did not believe there was an accident at all. It was a calamity, a horror—not the result of the providence of God, but the consequence of human carelessness. In looking calmly and seriously upon the sad disaster he hoped that such opinions would go forth as would redound to the better and safer protection of the community. Loud calls were then made for Wendeli Phillips,

who had just entered the hall. He said he was glad the meeting had been called, because it was one step towards the formation of just such a public opinion as was desirable. The disaster, he said, amid appliause and cries of "Good," was nothing more nor less than a

"Good," was nothing more nor less than a DELIBERATE, COLD-BLOODED MURDER. He then alluded to the railroad company as one which had, through greed or negligence, this horrible murder to answer for. He did not know exactly where the blame belonged, but as for himself he thought it belonged to the engineer of the Bangor train. If, he added, putting this man in prison or putting him to death would guarantee us better protection, why let it be done. But, he contended, the whole community is responsible. We have always been blaving with life on our American railways. This is not true in any other country. In England there are barriers to such slaughters as this. As for the Eastern Railroad it has been inviting just such accidents for a week past as the one of Saturday night. It had no time table, and everything has gone on in a careless sort of a manner, and the terrible calamity which we now mourn has been the consequence. The time had come, he said, when they must have not only better laws for the protection of travellers, but the men who have charge of our trains and railroads must be men of more caution and better judgment. We must have a new system, ne said, and the greater security be demanded. No engine should leave a station until it knows by telegraph that the track is clear for it to the next station. If we are to have express and accommodation trains we must have expess and supplied to the Legislature to insist that the corporations obey every law; that proper laws for protection be passed, and if they were not obeyed then take away the company's franchise and close up the road. Mr. Phillips concluded by expressing the hope that the action of this meeting would be such as to increase the safety of railroad passengers thirty per cent.

Santel Gookin, believing that a wiscr and hore judicious system of railroad mahigement is essent DELIBERATE, COLD-BLOODED MURDER. He then alluded to the railroad company as one

SAMUEL GOOKIN, believing that a wiser and mor-judicious system of railroad management is essen-tial to our safety, thought a direct personal appea judicious system of railroad management is essential to our safety, thought a direct personal appeal to the people to work was the only means of accomplishing it. He did not wish the calamity of last week to be forgotten. Its causes are nothing; but we should demand guarantees, and effective ones, against a repetition of such a disaster. It was his judgment that a deliberate crime had been perpetrated here—deliberate, because it might have been prevented by proper care. The corporation lacked executive ability, and, therefore, it was criminally careless before the public. Liability for crimes runs far behind individuals, but rests solely upon the shoulders of the corporation. The calamity, as has been said, was not the providence of God, but the recklessness of man. The accident could have been prevented in various ways. If the Beverly and Bangor trains had been connected the would also have been averted if the Bangor train had been held back. He knew from his own knowledge that the Eastern Railroad had habitually run out express trains within five or seven minutes after a slow accommodation train. In concluding the speaker made a touching allusion to the calamity and the universal sorrow which it had spread through the whole community.

The resolutions were unanimously adopted at the close of Mr. Gookin's remarks, and a committee was chosen to urge them upon the Board of Railroad Commissioners and the officers of the Eastern Railroad Company.

The Lynn Victims of the Disaster-Intens Excitement In That City-Plage at Half Mast.

The ill-fated accommodation train had on board quite a large number of passengers who either had which furnishes a large proportion of way passengengers for the short trains. The news of the camity reached the city about ten o'clock P. M., and the reports, which were of course largely exagger Nearly every one had friends on the train or knew those who did have, and the auxiety which was so generally felt for their safety and which walted with so much eagerness for additional particulars was painful to witness. Immediately on receiving the news City Marshal Shepard consulted with the Mayor, and the two officials, securing the services of Drs. Breed and Galloupe, chartered a special horse car, and, accompanied by a detachment of ten officers belonging to Colone Shepard's force, proceeded with all possible despatch to the scene. The men were at once put to work assisting in attending to the wounded and rendering such other aid as was required of them. Among the first sufferers who were identified as belonging in first sufferers who were identified as belonging in Lynn were Mr. Jacob Allen and Ann Rawson, both of whom resided on Neptune street. They were taken in the horse car and carried to their homes. Both were very severely scalded and the recovery of the woman was considered doubtful, though she was living at twelve o'clock on Sunday, several private carriages from Lynn were on the ground, and the owners of these, among whom was the editor of the Reporter, extended the nse of their teams to bear the other wounded home. Mr. Walter toodwin, of No. 19 Johnson street, was taken home very badly scalded and with a wound in the back which he received from being caught between the sides of the demoitished car and the engine which ploughed so madly into it. A young man named Stocker, living on Main street, was wounded, but not very seriously. Mr. Bartol suffered from the scalding water and steam, and received a severe gash in the forchead. After assisting in removing as many of the wounded as were found the officers returned and three of the detachment remained on the ground all night.

The scene of excitement which pervaded the city sunday morning as the details of the caiamity spread more generally over the town has probably never had a parallel there, and, as it was expressed.

nothing approaching it has been witnessed since the day which brought the news of Lincom's assassination. An immense crowd was assembled in Ironi of and around the City Hall alt the forenoon and well into the latter part of the day. About twelve o'clock a team arrived bearing the dead bodies of eight victims. They were carried to the court room, and then ensued a scene impossible to describe. Excited searchers came with their hearts in their throats and with straining eyes to scan the stark and mullated bodies, while with white and faitering lips they plaintively inquired of the busy and hard-working officials for names which they dreaded and feared to hear pronounced, Mr. Philip Short and Mr. C. N. Orcutt, unsertakers, were at once notified and proceeded to disrobe and properly attend to the bodies, after which they were delivered to relatives and friends. At three o'clock P. M. all the bodies had been removed, but the crowd still lingered as if fascinated by a horrible speil, while the darkened court room, with its effluvia of death, seemed like a deserted tomb. Of the killed residing in Lynn two-Mrs. Harriet F. Shattuck and her son, who resided on Essex street—were delivered to an undertaker in Cheisea. Miss Cheney, the young woman who was instantly killed, boarded at No. 30 Union street, and the body was left at the house of Mr. Pettingili, at Revere. All of the other bodies were taken to the City Hall and afterward removed by friends.

Besides those mentioned above as wounded there were several who were slightly injured, but who were able to proceed to their homes. These, of course, are not all known, but there are supposed

were able to proceed to their homes. These, of course, are not all known, but there are supposed to be about eight cases of this kind. Several flags throughout the city are displayed at half mast, and the feeling of melancholy and gloom

Statements of Passengers-Seenes and Incidents of the Disaster.

Mr. Charles T. Story, of 121 Shawmut avenue, who vas on board the train with his wife and young daughter, gives the following account:-"I went to the Eastern Railroad station on Saturday evening in time to take the 7:15 accommodation train for Beverly. There was a large number of passengers vaiting for the same train, and a great deal of impatience was manifested because it was so late. It was a quarter to eight o'clock when the train came in which was to go out again. A grand rush was made for seats, and they were filled so quick that we could not get seats together. We were in the first passenger car, the third from the rear, near the door. I sat in the seat with a gentleman whom I supposed to be a season ticket holder, from the fact that the conduc tor merely nodeed to him when he took up the tickets. I held my little girl in my arms, and my wife sat in the seat directly behind me with another lady, whom I did not know. The alsies of the cars were all crowded. When we reached Somerville there was a stop and the whistle sounded. It was something unusual and created a good deal of ex there was a stop and the whistle sounded. It was something unusual and created a good deal of excitement in the car. The windows were all shoved up and the passengers looked out. The conductor, who was taking up tickets, called out, 'Please keep your seats; there is no danger!' The woman who was sitting with my wife appeared a good deal troubled, and said, 'There is something wrong about the train. I know there is something going to happen.' Just after we left Somerville the gentleman in the seat with me put his head out of the window and said, 'The ex-

press train is behind us; I can see it.' The passengers all seemed to feel nervous, as if they had some premonition of what was coming. We made the regular stop at Revere, and had just got under way, moving slowly, when the crash came. Although the window was open, I did not hear the whistle. The shock threw down some who were standing in the assle, and also threw my child out of my arms. I always supposed that in a collision of the kind the blow came like a thunderclap and was over; but here It was a long grinding crash, lasting, it seemed to me, fully five seconds. Instantaneous with the first sensation the lights were extinguished, and inside the cars it was total darkness. Some one called out, 'The danger is all over—don't be afraid!' The passengers were trampling over one another in their fright and excitement, and I called out the same words. For a second it seemed as if they would have some effect, but the next instant a man near the door shouted, 'The car is on fire!' and the excitement was flerer than ever. We all got out at last.'' After this Mr. Story assisted in rescuing the wounded and taking out the dead. CRITICAL EXPERIENCE OF ANOTHER PASSENGER. While the Beveily train was standing at the Revere station Mr. Goodwin, whose name appears in the list of injured, turned to Miss Pearson and Mr. Merrili, who sat together two seats behind him, and laughingly observed that they would have reached home quicker had they taken the horse cars—alluding to the delays encountered. The words were hardly spoken when Mr. Goodwin saw the headight of the engine of the express train. Horrified beyond expression, he sprang to his feet in an instinctive attempt to escape the awind danger; but he had hardly arisen when he was knocked down between the seas by the shock of the collision. His position was terrible. Jammed against him at his feet was a man. A lady had been thrown upon him and lay across his body on her back, helpiess and mutilated. Above him reared the locomotive, sending the deadly steam down into his face.

up and bore her off in his arms, but only to die.

LUDICROUS EXPERIENCE OF WILLE STOCKER.

While Stocker found himself in a predicament which, under other circumstances, would have been fudicrous. He was thrown down in a half sitting posture with his head bowed slightly, and on his head a very fleshy woman was scated. The woman was incapable of shifting her position, being insensible and terribly cut about the head. Her weight resting on young Stocker's bowed head soon became intolerable, and as his hands were free he held his burden up with them as long as his strength allowed. Then his head reheved his hands, and thus alternating the unfortunate youth passed the time of his embarrassing confinement.

thus alternating the unfortunate youth passed the time of his embarrassing confinement.

OTHER INCIDENTS AND EXPERIENCES.

A Mr. Walker, of Salem, says that he was sitting in the rear car at the time of the collision, on the same seat with Mrs. Cheney, who was killed. They knew the express train was in the rear, but did not hear the whistle, and the crash was the first intimation they had of their danger. He was pressed between the side of the car and the engine, and escaped without higher.

between the side of the car and the engine, and escaped without injury.

A gentieman, who said he was formerly an engineer on the road, stated that he was on board the Puliman train and knew that they were close upon the accommodation. He left nervous about it, as did some of the rest of the passengers. When passing Everett the train siackened speed, but soon after put on a full head of steam, and was going at the raie of forty miles an hour when the collision occurred. He said that the whistle of the train and the crash were simultaneous.

the crash were simultaneous.

The fireman on the express train said that after passing Everett and going at a high rate of speed, he was firing up, when he saw the engineer suddenly reverse the engine without shutting off the steam; he knew there was something wrong, and immediately jumped, escaping with only a few bruises.

immediately jumped, escaping with only a few bruises.

Mr. Israel P. Wilnams, the depot master of the station of the Eastern Raliroad at Chelsea, stated that on Saturday evening the accommodation train for Beverly was about three-quarters of an hour late; it stopped at the station about three minutes, and as the train was disappearing around the curve beyond Broadway he saw the Bangor Pullman express approaching from the west; he thought it passed the station a few minutes behind the owner train; could not tell exactly; observed that it was going at a furious rate and thought it dangerous. Did not signalize the train, as reported; would not have had time. The accommodation train had the customary lights in the rear. Said the express train would not have stopped if he had signalled them to do so.

Officer Veazle of the Chelsea police was at the Malden street crossing when the trains passed, and they appeared to be not more than two minutes apart.

State Constable Wade was standing at the corner of Fleaver street and Broadway when he saw the

they appeared to be not more than two minutes apart.

State Constable Wade was standing at the corner of Eleanor street and Broadway when he saw the trains passing along the track by the rubber factory, apparently about a minute apart, and heard the crash of the collision at Revere.

Some of the escapes from instant death in the disaster were aimost miraculous. One man from Lynn who nad been on a vacation was returning home with a friend sitting on the same seat. His friend was instantly killed, while he was thrown to the top of the chart and pressed against the ceuting of the car. He remained in that position, unable to move, until the sides of the car were torn off, when he rolled down, the only injuries he sustained being those occasioned by the fall.

FIRES.

ELMIRA, N. Y., August 28, 1871. A very destructive fire occurred on Saturday afternoon in the village of Cones us, Livingston county, on the Rochester division of the Erie Rallway, and and the flames extended to a notel, three stores and several barns—ten buildings in all, comprising the business portion of the town—which were consumed.

ST. JOHN, N. B., August 28, 1871. A large fire occurred here on Saturday. Moore' nail factory and Lordley's furniture factory and a spice mil were destroyed. Moore's loss is \$25,000; unmsured. Seventy-five workmen are thrown out of employment. Lordley's loss is about two thou-sand live nuadred dollars; unmsured.

Extensive Fire in St. John, N. R.

Burning of the Flouring Mills at Jackson Mich .- Loss \$100.000.

DETROIT, Mich., August 28, 1871. The flouring milis at Jackson, Mich., owned by Bennett, Knickerpocker & Co. were burned to-day. Loss, \$100,000; insured for \$50,000.

Monustery Property at Louisville Burned.

LOUISVILLE, KJ., August 28, 1871.
The Monastery Mills, belonging to the Trappist monks, at Gethsemane, Nelson county, were destroyed by fire on Saturday morning, involving a oss of \$14,000. The Monastery building, one of the largest and finest in the country, near the mills, narrowly escaped burning. A large sum of money, recently sent from France to this community, was lost, and the monks are left without means to rebuild. The failure of the crops, followed by this calamity, places them in a very needy condition.

Burning of a Drug Mill in Cincinnati-Los 820,000.

CINCINNATI. August 28 1871 Morrill & Co.'s drug mill on Baker street, a four story building, was burned to-night. Loss \$20,000. Insurance unknown.

North Missouri Rallroad. St. Louis, August 28, 1871. General Lewis B. Parsons was to-day elected President of the North Missouri Railroad Company, vice Barton Bates.

DISTURBANCES IN DANVILLE, KY .. LOUISVILLE, August 28, 1871.

Si Johnson, a negro, is in jail in Danville, on a charge of incendiarism. A rumor was circulated last night that the Ku Klux were coming to the negroes, armed, stationed themselves around the jail. Towards morning a false alarm was sounded of the approach of the Ku Kiux, and the negroes rushed into the street, firing some hundreds of shots and woulding a few of themselves. The town is in a state of great excitement.

A WESTERN STEAMER SUNK.

St. Louis, August 28, 1871. The Mountain steamer Viola Belle sunk on Smith's bar, Missouri River, last night, and is a total loss. of which \$800 is in the Independent, Boston, and the balance in Western companies.

The Westfield Sufferers and the Lawyers. In the HERALD of Sunday last was published nder the above heading, an article which, on further inquiry, is found to do great injustice to what is termed "the Liberty street firm" and Mrs Bishop's counsel. In justice to the gentlemen composing that firm, it is fair to say that the members of the firm never authorized Mrs. Bishop to act as their agent; that they had no communication on any subject with Mrs. Bishop for some time previous to the Westfield disaster, and that whatever husiness their firm obtained in regard to the disaster. ous to the Westfield disaster, and that whateve isiness their firm obtained in regard to the disas reame to them entirely producted on their pare

MURDER OUT!

The Mystery in the Trunk-Light at Last.

THE TRUCKMAN GIVES HIMSELF UP.

ARREST OF THE DOCTOR.

The Murdered Woman Said To Be Identified.

A Course of Crime-The Carman Clearing Up the Case-Hunting for the Weman in the Calico Dress-Excitement in Laurens Street-More Mysterious Saratogas-Nuisance in the Neighborhood-A Regular Den of Infamy-Walling's Work.

After nights and days of weary work the police have at length been rewarded by some light upon the dark and horrible mystery which so strangely discovered itself on Saturday last. The public mind was so thoroughly aroused by the atrocities practised by scoundrels in the midst of a large and enlightened population that the police felt put upon their mettle, and determined to leave no stone unturned until they brought the perpetrator of this last murder to justice. Throughout Saturday night, all day on Sunday and during Sunday night the Inspector worked with the hope of finding some thread in the mysterious windings of the case that would lead him to A THEORY OF THE AFFAIR.

One after another every truckman in the city was sent for, examined and confronted with the boy Parks, but to no purpose. The driver of the coupe who took the woman to the depot was found, but he knew nothing more than the bare lact of baving taken her there. Bond street was searched for the friend of the missing lady, who was supposed to be living there; but she, too, PROVED A SHADOW,

and so the Inspector was again thrown back upon his own resources to unrayel this tangled crime. Unremitting in his zeal and untiring in his efforts, he continued to search and root among the villanous horde of abortionists in the city, with the expectation of getting at length to the proper parties; but in the midst of his toil, and when all hope of success had begun to pale, a flash of sunlight broke in upon the chaos. It was astounding news the telegraph brought to headquarters when it ticked the information that THE CARMAN HAD GIVEN HIMSELF UP,

The eyes of the weary watchers brightened and every nerve was strung in expectation. The truckman who took the trunk containing the broken up body of the young lady to the railroad depot on Sat urday had gone to Warden Brennan at Bellevue Hos pital and said that he was the man employed to carry the dreadful luggage to its place of discovery. His name, he said, was William Twenty-seventh street and First avenue. He stated that on Saturday afternoon a lady came to him on his stand, corner of Twenty-ninth street and Third avenue, and DESIRED HIM TO CALL FOR A TRUNK

at 687 Second avenue, which was to be delivered at the Hudson River Railroad depot. She gave him a five dollar bill, which he changed for her, giving her back \$4. In the early part of the afternoon he called at the house in Second avenue and received the trunk, which he described courately, and he then delivered it at the depot in the regular order of business, upon which he went home and thought no more of the affair until yes terday morning, when his attention was called to the case by the papers. Mr. Brennan, woon receiving this statement, took Pickett to the Eighteenth Precinct station house, in Twenty-second street,

Precinct station house, in Twenty-second street, where he repeated the story, adding the information, however, that the man who occupied the house was JOSEPH ROSENWEIG, A POLISH JEW.

So far the case seemed clear enough, and inspector Walling at once detailed Sergeant Rooney to watch the house in Second avenue and arrest Rosenweig, alias "Doctor" Ascuer, as soon as he made his appearance. Rosenweigh had undoubtedly some misgivings in his mind about his security, from the noise that has been made in the case, and kept away from the house during the day. Toward dusk he came slinking along the darkest side of the street, thinking that the coast was clear, and that he could slip into his place unobserved. To make sure, however, he dropped into a neighboring barroom; but the policeman saw him and soon ing barroom; but the policeman saw him and soon pounced upon his man. Ascher is a man of low stature, but very stout, weigning probably over two hundred pounds. He has a profusion of light cur-ling hair, a low forehead, sinister expression of face and

COLD, CRUEL LOOKING BLUISH EYES.

and

COLD, CRUEL LOOKING BLUISH EYES.

His principal office is in Amity place, and the house overhead was used to assist him in the carrying on of his irightni trade. When arrested he denied all knowledge of the truckman; said helpad never seen him before, and appeared perfectly astonismed that any one could harbor a suspicion that the trunk came from him. This man formerly

EEPT A LAGER BEER SALOON in Chatham street, and about a year ago procured a diploma from a spurious medical college in Philadelphia for \$100, since which time he has been practising his profession of abortionist with wonderful success. Beside the house in Amity place he has several others in differents parts of the city, and a numerous corps of assistants, when Pickett had given himself up inspector Walling sent for the boy Parks and controlled him with the truckman, whom he innaediately recognized as the man whom he had nelped with the truckman the baggage room. He was shown the cart and he said that was the same one; he remembered it distinctly.

The stories told by both the boy and Pickett are exactly alike, with the simple exception of the hand-snaking referred to by Parks as the lady was leaving the piace. This, Pickett says, is an error. He did not snake hands with the lady, as he did not

exactly alike, with the simple exception of the hand-shaking referred to by Parks as the lady was leaving the place. This, Pickett says, is an error. He did not shake hands with the lady, as he did not know her.

He did not shake hands with the lady, as he did not know her.

He did not shake hands with the lady, as he did not know her.

He did not shake hands with the lady, as he did not know her.

He did not shake hands with the lady, as he did not know her.

Hand Never seen her effected his work was done he went away about his business. The truckman having come to the surface and leading to the arrest of Ascher the greatest interest was manifested in the whereabouts of the woman who accompanied the remains of the unfortunate creature who doubtless lost her life in the hands of these miscreants. Inspector Jamison went to the house in Amily place and had it surrounded by a force of police to prevent the escape of any of the immates. The boy, Farks, was again sent for, and during the time occupied in bringing him to the place the people in the house were all closely scrutuatized. There were a number of women living there, but no one answering the description of the party wanted. The place itself is conducted by an old, wrinkled woman who calls herself Mrs. Ascher, and whose family consists of an idiot son. The house is a large brick one with an English basement, in which the "Doctor's" office was, and at the rear there is a large and elegant garden. From one of the residences in Amily street one can see that and all the surrounding gardens. Every house in the immediate vicinity has a large piot of ground attached to it, and there is an abundance of trees in every one of them. While the detectives were in front of the house every bind was closed in both the front and rear, and from the place in Amity street one could plainly see by the moonlight a large Sararoga trunk standing on the verandah. Knowing the character of the place, the people wind the trunk rearried was on the opposite side of the street said she sa

was not there.

Inspector Wailing has a minute description of her, and there is very little doubt that before many hours she will be cooped up in company with

THE HEAD OF THE CONSPIRACY.

The first great step is gained. The man who undoubtedly did the work that cost his victim her life is under lock and key, and it only now remains for the police to bring evidence to convict him. This they have not the simulated doubt.

they can do; and, in fact, inspector Wailing was in sanguine hope last night that before morning the strongest links in the chain of testimony would be forged against him. Late last evening a detective informed a reporter that from certain information it was believed that

THE VICTIM'S NAME

was Julia Sidney, an unfortunate. The woman in question was known to be about four months eneciate, and a few weeks ago applied for board at the corner of Blecker and Wooster streets. Her character being suspected this was refused, and it is stated that she subsequently entered the establishment of Ascher.

THE METROPOLITAN HOTEL.

Grand Reopening Last Night-The Sumptuons Fittings-The Guests.

This hotel was thrown open to the invited guests last night, and in THE DINING ROOM,

which is known to the New Yorkers as the "ballroom" of the Metropolitan, a thousand men partook of a cold collation standing up. The great chef de quisine, M. Ludin, who had been engaged for a week in perfecting the visions of his dreams in all the grandeur of dishes which had never theen heard of before, stood at the head of the table and saw his assistants come in one by one and pile the choicest shapes of meats and the most dainty confections on the long tables under the gas-lighted chandelers. Captain Edward Walsh, of the Fourteenth warl police, kept the crowd back and attended to the genuine newspaper men with kindness and courtesy. Where every one wanted some delicacy if was more than difficult to please all, but Mr. Richard Tweed exerted himself so much that at this late nour he will no doubt feel the effects of the evening's work.

Mr. Garfield was the cool man in all the press of the night. Looking neither to left nor right at any one he saw but one thing before him, and that was to do business. The head waiter, Frank King, marched the guests around the tables in a triumphal procession, such as might be seen in an old medieval masque or in a STAGE PROCESSION OF CORIOLANUS, and when Gratulia struck up with the delicious strains of Offenbach the Metropolitan Hotel, with its four hundred rooms, its magnificent furniture and uphoistery, its polite clerks and carpets and frescoes, resembling, when combined in a picture, a scene in the Arabian Nights, was formally opened to the public.

The bill of fare of the chef, M. Ludin, was as folheard of before, stood at the head of the

The bill of fare of the chef, M. Ludin, was as fol-

Supper.

Saumon Froid a la Ravigote,
Eulsson de vevettes.

Bastlon d'Anguilles a la Moderne.
Galantine de Dinde en cilobe sur Socie,
Filet de Bourf a la Gardeld.
Pain de Foie Gras Historie,
Chaux Froix Metamorphose.
Pate Froid de Gibber aux Truffes,
Langue de Bourf a la Jelle.
Chaux Froix de Becasse aux Oilves.
Salades de Volaille et de Bomard Decorees.
Fette Pouleis Rotts,
Jambon de Virginie.
CONFECTIONERY,
Jelle an Maraschin.
Chariotte Russe a la Parsienne.
106 CREANS.
Napolitaine.
Chocoliste. General Washington Mounted (design of the firm).
Franklin representing the Press.
Liberty.
Representation of President Lincoln.
Irish Harp.
Kiss Group.
Lyre of Carmels mounted with Nougal.
Representation of a Jockey Race.
Transmerent Pyramid.
Fruit Meringue Basket.
Variety. Fruit Meringue Basket. Variety. COFFRE A LA FRANCAISE.

THE GRAND BALL AT LONG BRANCH

LONG BRANCH, August 28, 1871. The season at Long Branch practically closed last night, with a complimentary grand civic and military ball tendered to Mr. Borrows, the proprietor of the Continental Hotel, by the President of the Narragansett Steamship Company and other geetle-men. The reason assigned for this ball is that the season has been an unprecedently disastrous are at the Branch, at the Continental, being the largest and most expensive hotel, was the heaviest loser. Therefore the friends of the proprietor rallied around him and designed this really handsome compliment as a solace for his ill fortune this summer. It was an unfortunate mistake that this ball and the opening of the Metropolitan Hotel in New York took place on the same hight, as the latter robbed the former of many of its weatthiest, if not most reflued, patrons.

three car loads of New York visitors from the Plymouth Rock, and there was an inextricable muddie before the ball commenced, caused by the frantic attempts of 1,000 people to obtain rooms and tickets. The main attraction was the Ninth regiment Band, which was announced for this occasion to be 20 strong. There were not over 150 in the orchestra as far as we could see, and the united effort of the instruments was about equal to fifty men at an Academy ball. Levy played superbly on the cornet, and his rendering of the Indaminatos from Rossint's "Stabat Mater" was a triumph of art. We cannot certainly speak in terms of commendation to have regarded quantity more than quality and th non-essentials in its formation. It is utterly impossible to call together at a moment's notice two hundred musicians in the city of New York, espe-

cially when you trust yourself to the tender mercies of the Musical Protective Union; and we remarked in the orchestra indiviouals who would not be permitted to play at any large ball in New York. If Mr. Fisk will only entrust his band into competent hands his liberal outlay of money may bring forth good fruit; but as it is it does not fulfil haif the expectations formed of it.

The attendance at the ball was rather large, but at no time was the ball room completely filled. The hooring of the grounds attached to the hotel, so conspicuously placed on the announcement, consisted of a single promenade from the ball room to the supper room. The hotel was brilliantly illumnated. The mingling of civilian and military uniforms produced a very pleasing effect. There was a noticeable absence of people of ton, as a large number of guests, well-known New Yorkers, left the Branch yesterday morning, some of the ladies toilets were exceeding rich and recherche, and lent much attraction to the occasion. Opera Bouffe supplied the musical selections to a great extent. The financial results of the ball will not be large as far as we can see.

A large number of guests will leave for New York to-morrow.

HTAH APPAIRS.

Activity of Mining Speculators-Opening of the Southern Utah Railroad.

SALT LAKE, August 28, 1871. During the past week mining deeds and bonds o the amount of \$830,000 have been recorded. Seventy thousand dollars in silver have been shipped from Pioche for New York, and \$20,000

shipped from Pioene for New York, and \$20,000 from the Walker Bros. mill.

An excursion train left on Saturday on the Southern Utah road, proceeding fourteen miles, opposite the mouth of Cottonwood Cañon. The road is graded ten miles beyond, and the formal opening to the next station is expected in a few weeks.

Important chemical discoveries are reported to have been made on the southern borders of the Territory.

MUSICAL PESTIVAL AT POUGHKEEPSIE.

POUGRKEEPSIE, N. Y., August 28, 1871. The Cecilia Singing Society of Albany, accounpanied by Klein's cornet band, reached here to-day on a special boat, and were received by the Pongh keepsie Germania and Newburg Maennerchor Societies. Delegations from singing societies of Paterson, N. J., were also present. The day was spent in restivities at Hoblick's Garden, the visitors leaving for home at an early hour this evening.

ANOTHER PROBABLE MURDER.

About eleven o'clock last night Emma Burch and her husband Sylvester, residing at 38 Cauton street, got into an altercation, during which the wife sezed an axe and hurled it flercely at her husband's head. The weapon missed its intended victim, but struck a child named William Wienhart on the side of the nead, fracturing his skull. The woman was arrested by an officer of the Eleventh precinct, and will be held to await the result of the injuries.

TELEGRAPHIC NEWS ITEMS.

On the midnight New York train for Boston, near Work cester. Mass., yesterday morning, a stranger pulled the bell rope and immediately jumped from the train, which was running at full speed. Search was made, but his body was not found. not found.

The gale at Swampscott, Mass., Sunday night unroofed the Lincoln House, and demolished nearly all the bathing houses on the beach. The guests in the several hotels were greatly alarmed.

alarmed.

Three men, named Underwood, Hastings and Bacon, residents of South Orange, Frankiin county, Mass., were drowned by the upsetting of a boat in which they were fishing in a point at that place on Saturday.

Professor S. A. King made a balloon ascension from Rochester yesterday afternion in his balloon duron accompanied by Mayo'Briggs. They jamed four miles north of Spaceeport last evening all right.

B. C. Cooke, member of Congress from the Sixih district of Illinois, has tend fred his resignation, and his successor will be appointed in November. Samuel Recen was killed in Philadelphia yesterday by an aleman failing upon him.